

REPORT NO. [REDACTED] 5X1A

## CD NO.

DATE DISTR. 10 Nov. 1950

NO. OF PAGES 2

NO. OF ENCLS.  
(LISTED BELOW)

SUPPLEMENT TO  
REPORT NO.

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1. The airfield seemed to be very large. It was about 3 kms east of Kryukovo (37° 13' E/55° 09' N), Moscow Oblast, not far from the Moscow-Leningrad railroad line. Two roads suitable for use by trucks led to the field. There were no hangars or barracks buildings, but only tents for EM. Radio and lighting installations were not seen.

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3. The following flying activity was observed: Planes flew in elements of two and three through cloud layers when the sky was 50 percent overcast. They quintupled their distances during the practice. There was sharpshooting at sleeve targets. A U-2, which towed a sleeve target, took off from the field, whereupon six fighters, similar to the Le-109, approached from the direction of Moscow and made individual passes at the sleeve target. Parachuting over the field was observed twice. A Douglas approached from the direction of Moscow and nine to ten parachutists jumped from the plane within about ten minutes, from an altitude of 300 to 1,000 meters. The parachutists landed in an area of about 1 square km. Gliders occasionally landed at the field. They were towed by U-2s which came from the direction of Moscow. \*
4. Daily formation flights along the railroad line to Moscow were seen. The formations, which came from a southwestern direction, approached the railroad line and then flew along the line 5 to 6 km west of Kryukovo. Before the planes appeared, smoke signals were observed along the railroad line burning for two minutes at intervals of 400 to 500 meters. The yellowish brown drifts of smoke rose about 10 meters above the surface. On one day, white star clusters were fired instead of the smoke signals. The formation flew over Kryukovo at an altitude of 1,000 to 1,500 meters. At the head of the formation flew a four-engine plane which was escorted by two jet aircraft. Since the jet planes were about twice as fast as the four-engine aircraft, they banked to the right and left at regular intervals and then rejoined the four-engine plane. Another formation of 15 to 20 four-engine planes, not escorted by jet

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aircraft, followed at an interval of about ten minutes. The planes flew one behind the other and at intervals of about 50 meters from plane to plane, and at a distance of about 100 meters. A formation of about 40 jet planes followed after an interval of 15 to 20 minutes. About 30 of the jet aircraft resembled the two jet planes which were flying at the head of the formation. They had swept-back wings and noticeably high rudder assemblies. The remaining ten jet aircraft differed from the other jet planes in that their wings were swept forward, their rudder assemblies were noticeably large, and their elevator assemblies were set in the upper section of the rudder assembly. On some days the planes with swept-forward wings were missing and the formation was thus smaller by ten aircraft.

Features of four-engine plane: Four in-line engines, rump of engine not protruding beyond trailing edges of wings, wing span about 40 meters, length about 30 meters, single rudder assembly noticeably large, windows in cockpit, nose without plexiglass, gun stations in upper and lower sections of fuselage, door presumably in left section of fuselage, speed at least that of a German fighter.

Except for a few times, the formation always had the same strength. The weather was favorable and the cloud base high during the period of observation. \*\*

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